

# THOUSANDS PERISH IN BUILDING RUSSIA'S NEW RAILROAD LINE

(Correspondence of The Associated Press.)

PETROGRAD, June 1.—One of the most fascinating romances of railroad engineering is the building of the great Murnar railway, from Petrograd to Kola Bay, Russia's ice-free port. Built by torchlight in the darkness of Arctic winter, parts of it were three times lost when warm winds turned the frozen tundras on which it was laid into bottomless morasses of mud and water. The railway is 830 miles long, from Kola to Petrograd, and part of it is a three-track line. The Russians learned from the paralysis of the Trans-Siberian line that a one-track road is almost useless when called on for express service. Two tracks are used for loaded cars going away from Kola. The third track is for empties coming back. Three races, Russians, Austrians and Mongols, helped build the line. Hundreds, if not thousands, died

from cold, hunger and disease, but now the line is through to stay, and its three tracks are taking every day 200 carloads from the mountains of supplies that have accumulated while the road was in the process of construction.

First Russians were employed as railroad builders. They had the easiest part of the line to build, before it reached the tundras. Then they were all called away to the front and Austrian prisoners were sent to take their places.

The prisoners were guarded by regiments of half wild Tartars and Mongols. Neither the Austrians nor their guards knew anything about railway building, and there were so few experts in the region that it was impossible for them to oversee the work properly. The Austrians laid the ties on ice and frozen ground, and one construction train got through to Kola Bay. Then a thaw came and the train could not

get back. There was no track. Great stretches of rails had disappeared.

The Austrians were set to work again, better supervised this time, and they had at least a semblance of road bed when the rails met south of Kola. But the ballast had been laid again by torchlight, and when a thaw came much of its slumped beneath the tracks. After that the Russians took a leaf from the history of great American transcontinental railways.

They herded the Austrians back to the prison camps and brought across the Trans-Siberian railway thousands of Chinese coolies and Mongols to take their places.

By this time so much indignation over the ghastly failures on the railway had arisen that the Russian officials were stirred out of their sloth. They soon got down to hard pan and the railroad went through to stay.

# FINAL INSTRUCTIONS ON HOW TO REGISTER FOR YOUR COUNTRY

(By Associated Press.)

WASHINGTON, D. C., June 1.—Registration officials throughout the country were informed today that answers would not be required to the question on the regulation cards as to whether the individual claims exemption and on what grounds. The department has concluded that no man should be required to claim exemption. There are many who do not care to do so, and under the new ruling none will be required to state his position until he is summoned for actual service and comes up before an exemption board.

General Crowder appealed to the press today to give prominent place daily to an outline of the essential facts in regard to the registration process. The statements outline the facts for which publicity of the widest sort is desired as follows:

**WHO MUST REGISTER**—All male persons (citizens or aliens) born between the sixth day of June, 1896, and the fifth day of June, 1896, both dates inclusive, except: Members of any duly organized force, military or naval, subject to

be called, ordered or drafted into military or naval service of the United States, including all officers and enlisted men of the regular army, regular army reserves; officers reserve corps, enlisted men's reserve corps, national guard reserve recognized by militia bureau, the navy, marine corps, coast guard, naval militia, naval reserve force, marine corps, reserve and national naval volunteers recognized by the navy department.

**WHEN**—On Tuesday, June 5, 1917, between 7 a. m. and 9 p. m. **WHERE**—In your home precinct. **HOW**—Go in person, June 5, to the registration place of your home precinct. If you expect to be absent from home June 5 go at once to the clerk of the county where you happen to be, or if in a city of 30,000 or over, to the city clerk and follow his instructions; if sick, send a competent friend. The clerk may deputize him to prepare your card. **PENALTY FOR NOT REGISTERING**—Liability to a year's imprisonment; then enforced registration.

Know that your wiring is safe. Inspection, one dollar. Lundie Bros. AdvM31f

# STUDENTS EXHIBIT THEIR HANDIWORK

"Visiting Day" in the public schools yesterday brought out a great number of interested patrons to see the exhibit of completed work and the regular class room recitations. Not a room failed to have a creditable display of penmanship, drawing, a variety of handiwork, booklets containing work in the various subjects taught in each room, sewing and woodwork. The children were pleased to have their work examined by their parents and other patrons of the schools and felt well repaid by the complimentary remarks of the visitors. A marked improvement was noted in the exhibit along a number of lines over the exhibit of last year, which was itself considered remarkably good.

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# OPERATING A MINE SWEEPER IS A PERILOUS OCCUPATION

(Correspondence of The Associated Press.)

PARIS, June 1.—Sweeping the English channel for mines laid by German submarines is one of the most exciting and dangerous occupations of the war, according to the stories told by men participating in that work.

"Mine sweepers doubtless are the only vessels of the navy on which life belts are worn from the time of leaving port until the return," writes Jacques Marillat, from aboard a mine sweeper on service in the channel.

"The task of a group of mine sweepers, composed of seven sloops formed in echelon, two by two, connected by steel cables, with the flag boat leading, is to clear a channel about half a mile wide and fifty miles long of the mines laid there by German submarines," he adds. "These underwater mine layers carry from 15 to 24 mines, according to the type, and they frequently lay them quite close together, so close, in fact, that it has become an axiom in the mine-hunting craft that where one is found another is sure to turn up."

"The wireless operator on the flag boat of the group, who has served on four mine sweepers that have been blown up in the service, had scarcely flashed to the boats of the group that a mine had been signalled, when a black mass drifted appeared on the crest of the waves ahead of our boat. A second later it disappeared. We steered in its direction, every man on deck searching intently for its reappearance. The few minutes in which a sighted mine disappears are full of infinitely disagreeable tension on board a mine sweeper."

"And if we touch it?" Marillat asked of the wireless operator.

# COMMENCEMENT AT HIGH SCHOOL

Thursday of the coming week, June 7, will be a red letter day in the lives of 13 more of the young people of Tonopah. On the evening of that day, in the high school gymnasium, will be held the high school commencement exercises and 13 pupils will receive the diploma marking this important step in their lives. Thirteen is Tonopah's lucky number this year, as it will be remembered that 13 young ladies were on the program May 25, when the Nye county normal graduating class received their diplomas.

Hugh H. Brown, of Tonopah, will deliver the commencement address to the high school graduating class, taking for his topic some subject from the stirring events of the times. The diplomas will be presented by J. B. Tregloan, clerk of the board of trustees.

Those who will graduate this year are Shannon Brown, Gertrude Louise Dilworth, John P. Harrington, Albert John Gilbert, Cora Johnson, Jennie Marie Howson, Margaret Ray, Louise Parker, Lella Elfreda Sloan, Anna Lavina Shields, Marion Elizabeth Luce, Mabel Claire Laurance and Gracella Rountree. Of these, two—Cora Johnson and Louise Parker—have this past year completed the work of the county normal also.

Two of the graduating class will doubtless be teaching the coming year. Practically all the others are laying their plans to continue their education next year in university or normal.

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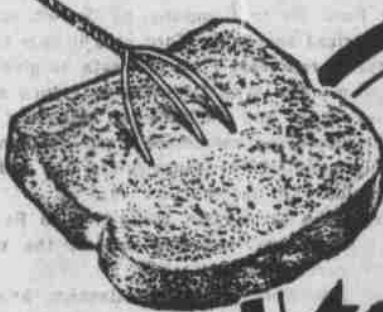
But an entirely new principle in cigarette making did it. Now you have Lucky Strike, the real Burley cigarette.

The tobacco—it's toasted; that does it. Think of toast, buttered hot. That idea certainly leads you right up to buying LUCKY STRIKE, the real Burley cigarette.

Our men will demonstrate to you how the tobacco is toasted—at many stores

20 for 10c

If your dealer does not carry them, send \$1 for a carton of 10 packages. Tobacco Co. of California, 1 So. Park, San Francisco, Cal.



# It's toasted

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# OFFICERS IN TRAINING MUST REGISTER JUNE 5TH

(By Associated Press.)

WASHINGTON, D. C., June 1.—In order to clear up a misunderstanding regarding registrations for the draft army, the war department has officially announced that all men now in training camps who are not either commissioned or have not enlisted, must register on June 5th.

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